

WONDER WHO'LL TAKE BOB BURMAN'S PLACE

Race-Goers Interested in Problem of Finding Man to Run Record-Breaking Car.

With the opening of the automobile racing season only a few weeks off, racegoers are wondering who will pilot the famous Biltzen Benz car, in which the late "Wild Bob" Burman established the world's record in 1911 at Daytona, Fla., when he drove the old "war horse" a mile in 25.48.

This performance has never been equaled. It is doubtful if there is a car in the country which might be considered a dangerous contender to the Burman mount of five years ago. Barney Oldfield was the first driver to bring the car into prominence, capturing world's record with it by negotiating a mile in 27.28. In 1909, over the Daytona course.

In Burman's entire career as a race driver, he never feared for his Biltzen record except during the season of 1912, when a 200-horsepower Mercedes and a Fiat of the same power were built to lower the Burman mark. The Mercedes failed to accomplish its purpose when it started at Semmering Hill, Germany, and the big Fiat fell short in a trial the mile record at Saltburn-by-the-Sea, England.

The Biltzen Benz is now included in the stable of Harry S. Harkness, a wealthy race driver who has moved his string of Peugeots, Delages and Sunbeams, to the Sheepshead Bay speedway, where they are entered for the Metropolitan Trophy contest, scheduled for May 13. Carl Limberg will manage the team of Delages, and Franchi will lead the Peugeots, but who will attempt to lower the Burman record in the Biltzen Benz is not known. Rumors, however, are current in racing circles that Harkness himself will attempt to lower the mile mark with the famous Benz.

INDIANAPOLIS, April 22.—The death of Bob Burman at Corona, Cal., has changed the plans of some of those interested in the 200-mile speedway race at the Indianapolis Motor Speedway, May 30.

Paradoxical as it may seem, this same race, leaving in its wake nation-wide grief for the popular Burman, also serves to accentuate the prowess of Eddie O'Donnell, who won in a Duesenberg car, and who will drive this same car at Indianapolis.

The winning of this event of Eddie O'Donnell vindicates the prediction of many that O'Donnell is one of the coming head-liners in the speed sport. Burman was to drive one of the new Premier specials which are being built in factories at Indianapolis. Who will take his place is not known.

Burman is credited with having incorporated in the new cars many of his pet theories and constructional features that experience had taught him. There is considerable sentiment associated with these Premier cars in Indianapolis. They say they are looked upon as monuments to the late Burman.

Ever since Indianapolis people have been running their international sweepstakes speed events, Burman had participated in every one and it was his consuming ambition to win this event in order to top off his career as a racing driver. His death prevented this dream.

T. E. Meyers, general manager of the Indianapolis track, however, said that the good Burman has done will live on forever.

He was a clean sportsman, a thoroughbred in every respect," he said. "I have known him to help competitors when such help jeopardized Burman's own opportunities of success. He did much in an experimental way to perfect the construction of motor cars, and this good will live on forever."

Thirteen New Members Join Automobile Club

Each week sees a large number of new names added to the membership list of the District Automobile Club. Those who joined during the week ended April 22 are:

C. V. Wheeler, Mrs. Alexander Graham Bell, Admiral William S. Benson, U. S. N.; Charles Palmer, Edna Earl Johnston, Col. Charles M. O'Connor, U. S. A.; Richard H. Leigh, Elizabeth B. Hill, Richard E. Owen, M. T. Benitez, Mrs. Frank Moss, J. J. Dimon, and Albert D. Spangler.

Professional Chauffeurs Welcomed to New Home

On Monday, at the new headquarters of the Professional Chauffeurs, at 107 Fourteenth street northwest, over Miller Brothers Supply House, Claude E. Miller made an address welcoming the members to their new home.

J. J. Haas, of the Firestone Company, spoke to the members along lines touching on the benefits of co-operation. J. E. Connelly, of the Dupont Garage, also spoke along the same lines. Among the other speakers were F. G. Picklin, J. E. Sullivan, Otto Jacob, and Thornton Canby, N. Stinchcomb, and Mr. Rosasco.

Milton D. Smith presided and gave a brief review of the life of the association, stating that from fourteen members a little over three months ago, it had grown to a total of 127.

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She Has Learned By Experience That She Can Rely Implicitly on

EVEREADY Non-Sulphating Storage Batteries

She KNOWS that the EVEREADY is absolutely dependable, whether for starting, lighting, or ignition.

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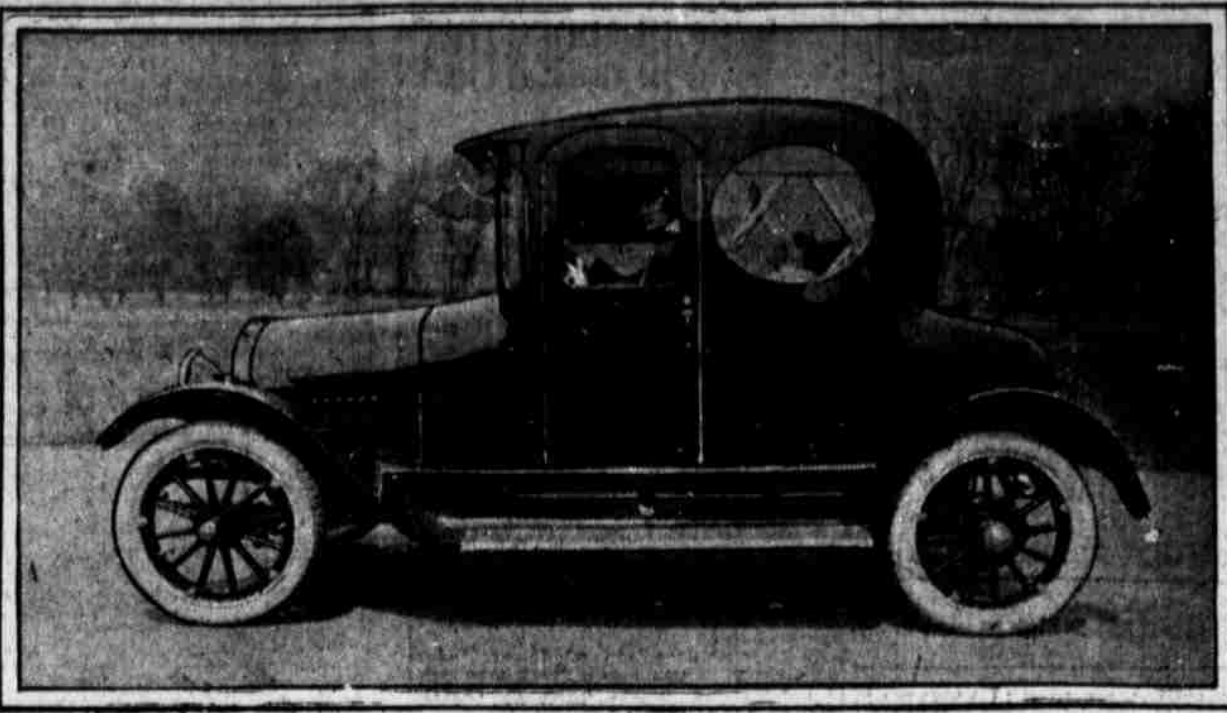
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National Electrical Supply Co.

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THE PULLMAN DE LUXE COUPE



MRS. W. P. BARNHART.

Driving her luxurious little Pullman. This body has come in for much comment for its radical lines. It has been said that the design is a full year ahead of time. The simply operated electric gear shift and the delightful appointments have particular appeal to women drivers.

MOTOR TRUCKS PLAY BIG PART IN MEXICO

Packard Cars Negotiate Many Roads Called Impossible in Carrying Supplies.

Negotiating roads that were repeatedly declared impassable and taking food and ammunition right up to the front, motorized military transportation has played an important part in the expedition into Mexico, according to a letter received by the Packard Motor Car Company from one of its drivers accompanying the army.

The letter, written on April 6, gives a thrilling account of what desert trucking under military necessity means.

It reads, in part, as follows: "We are back in Columbus, after having done 600 miles into the interior of old Mexico. The roads are not roads at all, and you can never realize what we have accomplished."

"We have been on the direct front within seven miles of where Villa is supposed to be hiding—and were the first to reach the Seventh Cavalry, who had been eight days without supplies."

"If you could have seen those boys when we reached them on April 1, it surely was no April fool for them. They had been four hours in the saddle, and had literally killed sixty of their horses because of lack of feed and water for the animals."

"In going through to them we went forty miles further than any other trucks have penetrated, and we are surely getting the credit for it. General Pershing has named ours the flying squadron, and has asked General Funston to detail our company to carry supplies to his command. We leave tomorrow morning at 8 to go through to the front again."

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